

MDOT
Michigan Department of Transportation

PREPARED BY
DESIGN DIVISION

DRAWN BY: LME

CHECKED BY: JGM

DEPARTMENT DIRECTOR
Kirk T. Stuedle

APPROVED BY: Kimberly Avery
DIRECTOR, BUREAU OF FIELD SERVICES

Digitally signed by Kimberly Avery
DN: o=State of Michigan,
email=averyk@michigan.gov,
c=MI, cn=Kimberly Avery,
Date: 2017.09.24 18:29:01 -04'00'

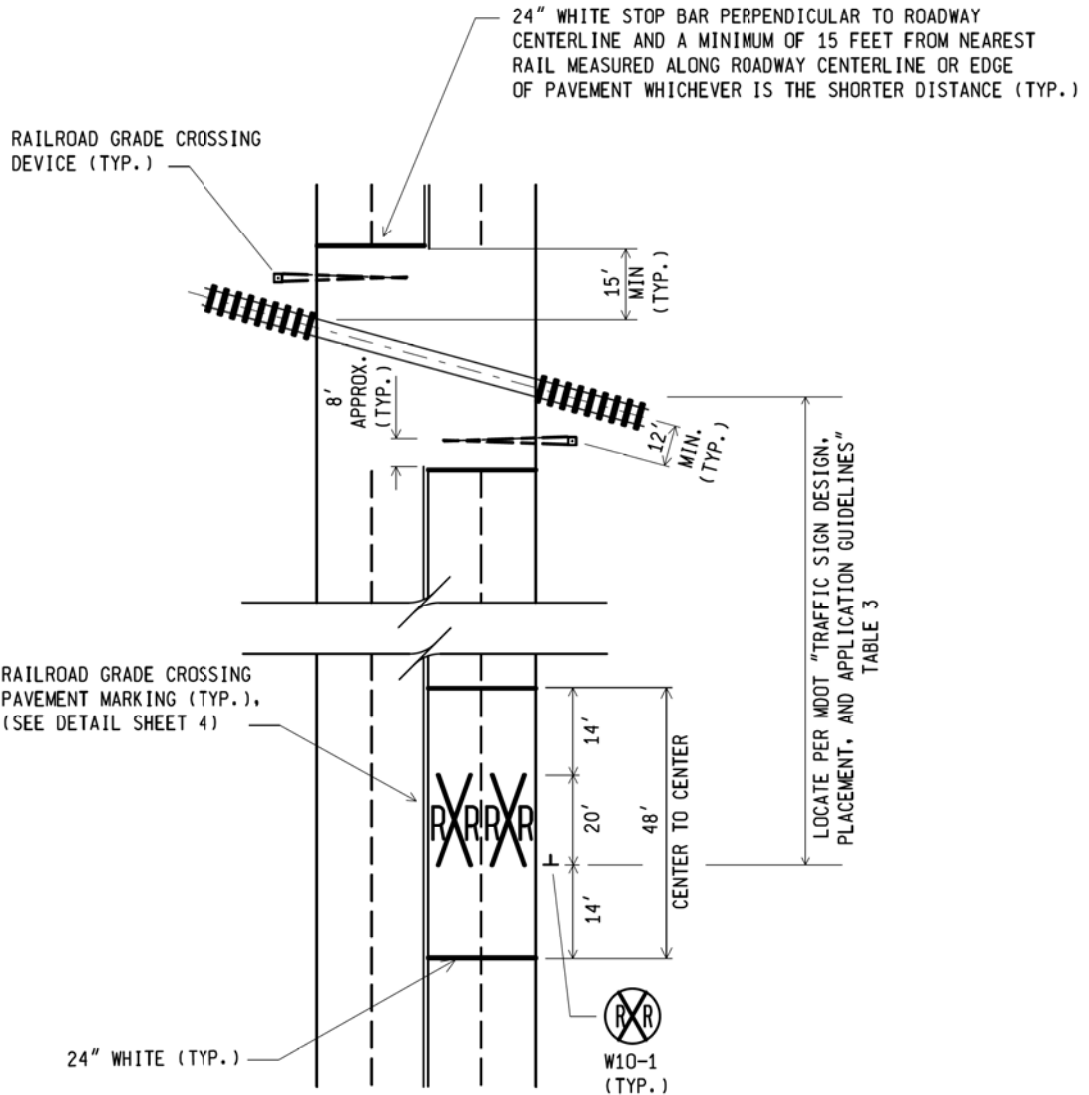
APPROVED BY: Bradley C. Wiefelich
DIRECTOR, BUREAU OF HIGHWAY DEVELOPMENT

Bradley C. Wiefelich
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MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN FOR

**RAILROAD GRADE CROSSING
PAVEMENT MARKINGS**

08/23/17 F.H.W.A. APPROVAL	01/22/17 PLAN DATE	PAVE-965-D	SHEET 1 OF 4
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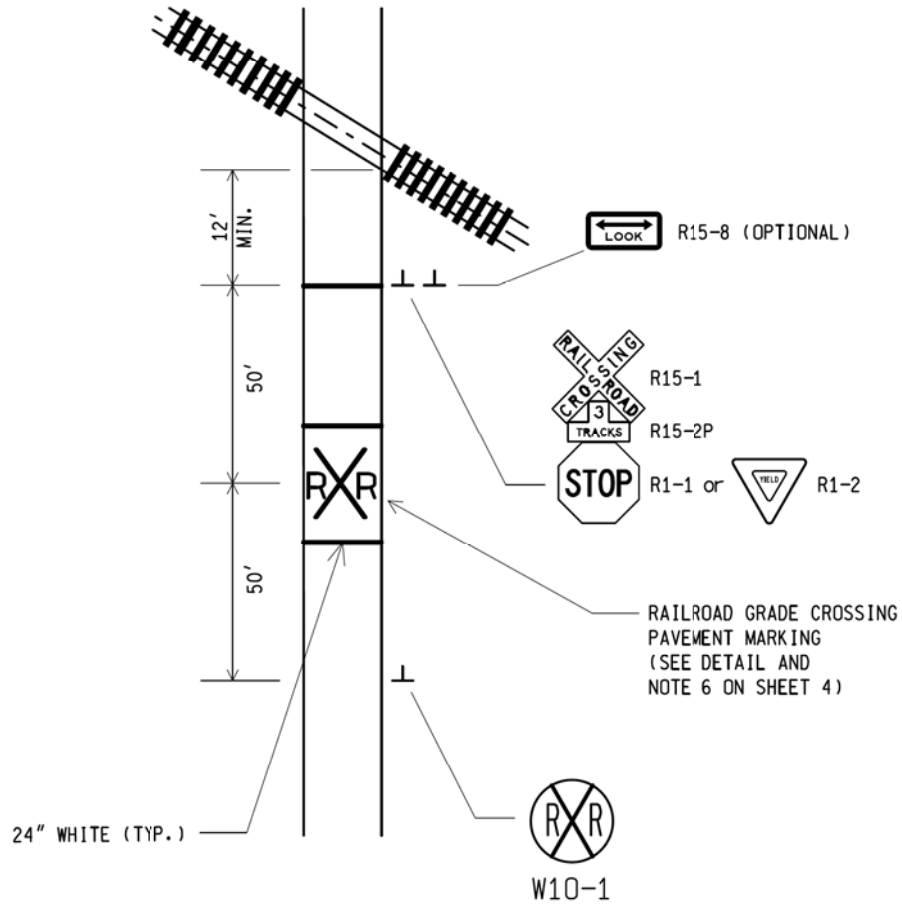


RAILROAD CROSSING AT MULTI LANE ROADWAY
 (ACUTE TRACK/ROADWAY ANGLE SHOWN)

NOT TO SCALE

MICHIGAN DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN	08/23/17 F.H.W.A. APPROVAL	01/22/17 PLAN DATE	PAVE-965-D	SHEET 2 OF 4
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NOTE: THE ORIGINAL SIGNED COPY IS KEPT ON FILE AT THE MICHIGAN DEPARTMENT OF TRANSPORTATION.

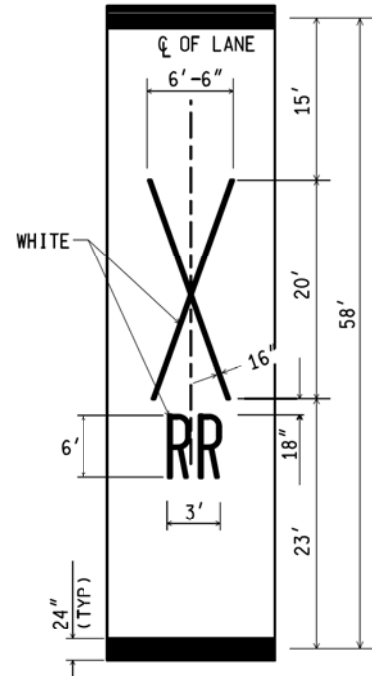
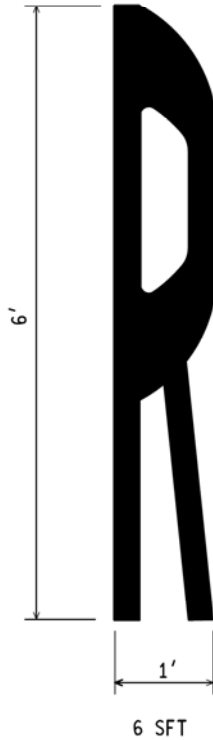
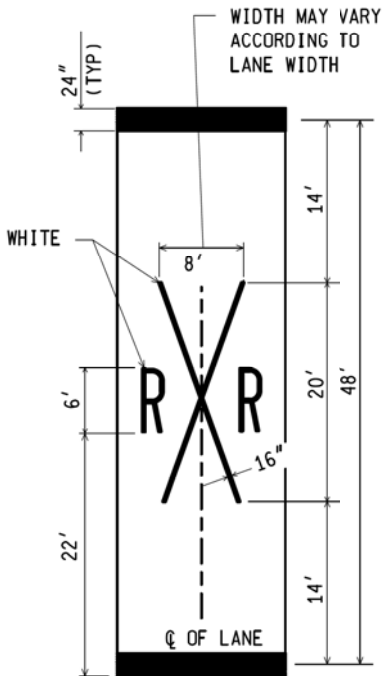


RAILROAD CROSSING AT SHARED-USE PATH
 (ACUTE TRACK/ROADWAY ANGLE SHOWN)

NOT TO SCALE

MICHIGAN DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN	08/23/17 F.H.W.A. APPROVAL	01/22/17 PLAN DATE	PAVE-965-D	SHEET 3 OF 4
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CONVENTIONAL MARKINGS

ALTERNATE MARKINGS

NOTES:

1. This document shows active grade crossing devices on two lane and multi-lane roadways. If passive grade crossing devices (crossbucks) are present, the stop bar should be located at the crossbuck, but no closer than 15 feet from the nearest rail.
2. "R X R" pavement markings can be omitted for exclusive right turn lane locations. "R X R" pavement markings are optional for center lane left turn only lanes.
3. The alternate pavement markings may be specified at any grade crossing, but their use is particularly advantageous on roadways subjected to high traffic volumes, since they are designed to minimize the amount of markings applied in the wheel tracks, thereby extending marking life. Identical types of markings shall be installed on both roadway approaches.
4. The 24 inch transverse markings immediately above and below the "R X R" marking will be paid for separately.
5. See part 8 of the MMUTCD for criteria regarding the placement of solid yellow, no passing zone markings.
6. When placed on a shared-use path, reduce all vertical dimensions (except for stop bars) by half.
7. STOP or YIELD signs are only to be used at passive crossings.

NOT TO SCALE

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN

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F.H.W.A. APPROVAL

01/22/17
PLAN DATE

PAVE-965-D

SHEET
4 OF 4

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